

# BAY AREA TOLL AUTHORITY

**Regional Measure 1  
Toll Bridge Projects**

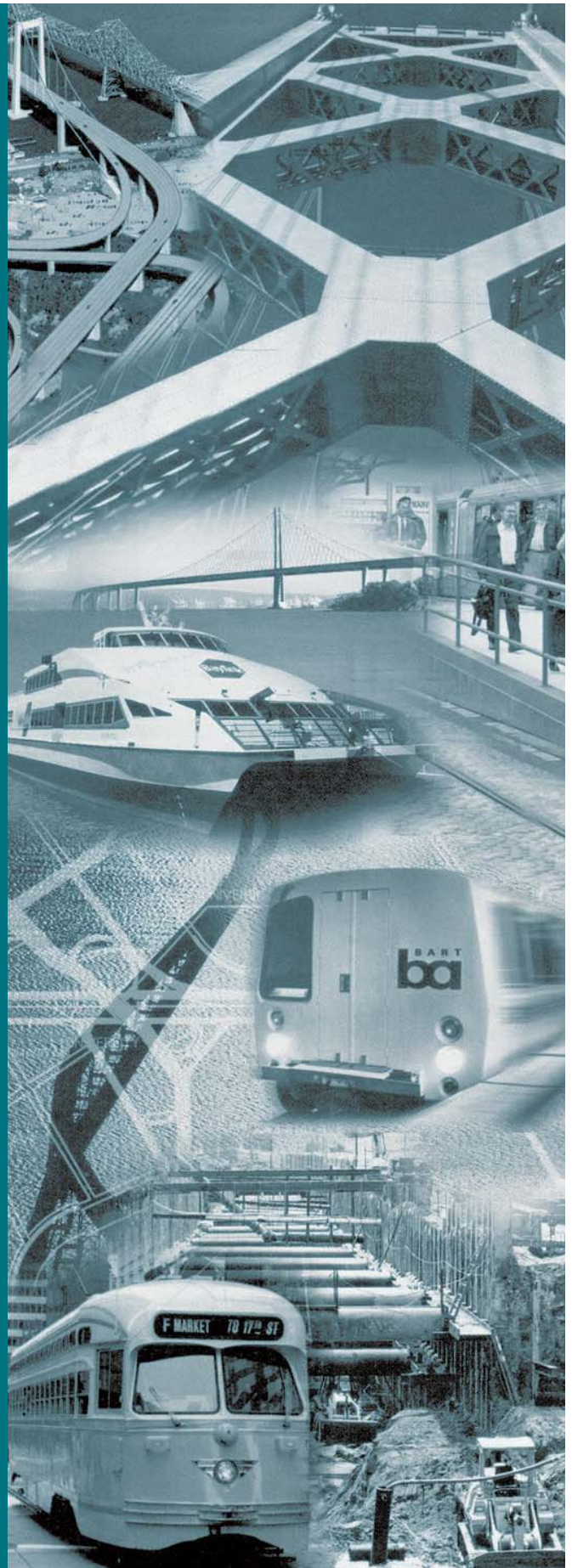
## Project Monitoring Program

**DECEMBER 2000 PROGRESS REPORT**



**Metropolitan Transportation  
Commission**

**Bay Area Toll Authority**



# Bay Area Toll Authority/Metropolitan Transportation Commission

## *Commission Roster*

**James T. Beall Jr., Chair**  
Santa Clara County

**Sharon J. Brown, Vice Chair**  
Cities of Contra Costa County

**Ralph J. Appezzato**  
Cities of Alameda County

**Keith Axtell**  
U.S. Department of Housing and  
Urban Development

**Sue Bierman**  
City and County of San Francisco

**Mark De Saulnier**  
Contra Costa County

**Dorene M. Giacomini**  
U.S. Department of Transportation

**Mary Griffin**  
San Mateo County

**Mary V. King**  
Alameda County

**Steve Kinsey**  
Marin County and Cities

**Sue Lempert**  
Cities of San Mateo County

**John McLemore**  
Cities of Santa Clara County

**Charlotte B. Powers**  
Association of Bay Area Governments

**Jon Rubin**  
San Francisco Mayor's Appointee

**Angelo J. Siracusa**  
San Francisco Bay Conservation  
and Development Commission

**James P. Spering**  
Solano County and Cities

**Kathryn Winter**  
Napa County and Cities

**Sharon Wright**  
Sonoma County and Cities

**Harry Yahata**  
State Business, Transportation  
and Housing Agency

## *Management Staff*

*Executive Director*  
**Lawrence D. Dahms**

*Deputy Executive Director*  
**Steve Heminger**

*Manager of Finance*  
**Brian Mayhew**

*Manager of Bridge  
and Highway Operations*  
**Rod McMillan**

## **For addition information, please contact:**

*Peter Lee, Program Manager, RM-1  
(510) 817-3206  
plee@mtc.ca.gov*

# BAY AREA TOLL AUTHORITY

## Regional Measure 1 Toll Bridge Projects

# Project Monitoring Program

## DECEMBER 2000 PROGRESS REPORT



*Prepared for*  
**Metropolitan Transportation  
Commission**

**Bay Area Toll Authority**

**Joseph P. Bort MetroCenter**

101 Eighth Street  
Oakland, California 94607

Tel: 510-464-7700

TDD/TTY: 510-4464-7769

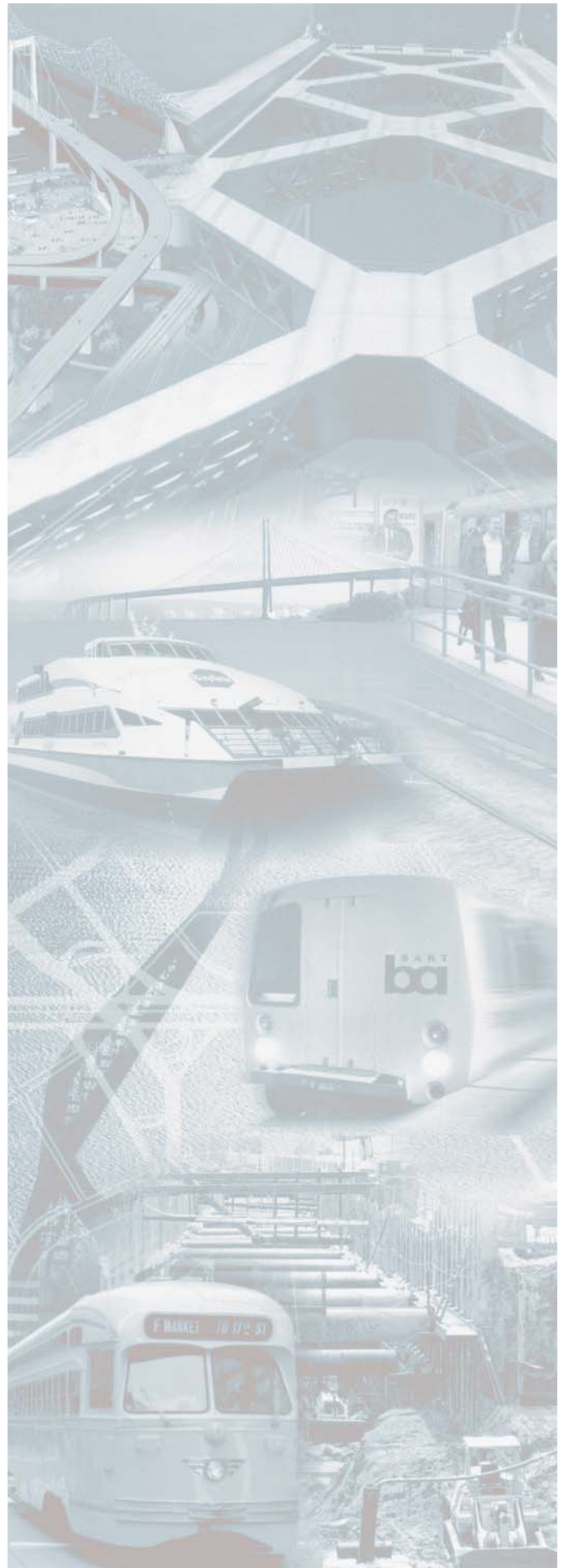
Fax: 510-464-7848

E-mail: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

Web: [www.mtc.ca.gov](http://www.mtc.ca.gov)



*Prepared by*  
**Bechtel Infrastructure**



*The following information is provided in accordance with California Government code Section 7550:*

*This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA) / Metropolitan Transportation Commission (MTC) for the Regional Measure-1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.*

## TABLE OF CONTENTS

Regional Measure 1 Toll Bridge Program .....	1
Executive Summary – Status of Regional Measure 1 Projects .....	2
Executive Summary – Status of Key Issues and Developments .....	3
Cost Status Summary .....	4
Schedule Status Summary .....	5
Northern Bridge Group	
New Benicia-Martinez Bridge .....	6
Carquinez Bridge Replacement .....	8
Richmond-San Rafael Bridge Rehabilitation .....	10
Southern Bridge Group	
San Mateo-Hayward Bridge Widening .....	12
1-880/SR 92 Interchange Improvement .....	14
Dumbarton Bridge West Approach Projects .....	16
Appendices	
Appendix A: List of Project Budget Adjustments .....	A-1
Appendix B: List of Approved Construction Change Orders (CCOs) for the Month of September 2000 .....	B-1
Appendix C: Project Cost Summary Details .....	C-1

## REGIONAL MEASURE 1 PROJECTS





## REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

### *Northern Bridge Group Projects:*

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
  - ▶ Trestle and fender rehabilitation
  - ▶ Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference only)

### *Southern Bridge Group Projects:*

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge (completed; not included in this report)
  - ▶ US 101/University Avenue interchange reconstruction (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference only)
  - ▶ State Route 84 (Bayfront Expressway) widening

## MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), also has assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.













## PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides the reader comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three different levels of detail.

- ▶ Color-coded executive summary of Regional Measure 1 project status (program level detail)
- ▶ Detailed status of individual bridge projects (project level detail)
- ▶ Supplemental project and contract information, including budget adjustments, approved construction change orders, and contract level cost data (project and contract level detail) as provided in the appendices.

# BAY AREA TOLL AUTHORITY

## EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

	COST	SCHEDULE
New Benicia-Martinez Bridge Page 6		
Carquinez Bridge Replacement Page 8		
Richmond-San Rafael Bridge Rehabilitation Page 10		
San Mateo-Hayward Bridge Widening Page 12		
I-880/SR-92 Interchange Improvement Page 14		
Dumbarton Bridge West Approach Projects Page 16		

- Legend:
-  Green = no variance to baseline
  -  Yellow = potential variance to baseline (trend), defined as follows:  
For Cost: Project contingency (BATA) use required  
For Schedule: Construction contract completion dates delayed by greater than 2 months
  -  Red = confirmed variance to baseline, defined as followed:  
For Cost: Project budget change required  
For Schedule: "New facility open to traffic" date delayed by greater than 2 months by non-weather-related issues



## BAY AREA TOLL AUTHORITY

### EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- ▶ Cost estimates for the new Benicia-Martinez Bridge are being reviewed by Bechtel to confirm the adequacy of the project capital outlay budget. Bechtel is continuing to review the contracts and will report back to BATA at the end of January. Caltrans is scheduled to advertise the main span contract at the end of January.
- ▶ Work on the tower footings has been delayed due to problems with unanticipated obstructions and poor geological conditions. Caltrans is currently working on several major contract changes to resolve the problems. At present, the Caltrans approved contractor's schedule forecasts completion of the footing work in February 2001 (a 5 month delay). Both Caltrans and the contractor are working to expedite the work and to determine the schedule impact of the problems.
- ▶ BATA staff and Bechtel have determined that Caltrans support cost needs for the project are underestimated. Bechtel is currently reviewing the estimates and expect to provide a report to BATA later this month. Based on preliminary estimates, the additional support requirements along with the major change orders from the main span contract will likely require BATA to draw on the project contingency funds.
- ▶ BATA has revised the project budgets of the rehabilitation projects to recognized state funds that will be used to fund the project in lieu of funds owed to BATA per the cooperative agreement with Caltrans over tow services. The first contractor's meeting was held in December. The contractor is presently preparing submittals and the construction schedule.
- ▶ Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. As of this report, 1,380 feet of new bridge decking has been placed. Several issues, which have arisen over the design of the pre-stressing steel in the piles and girders used on the new bridge, have required design modifications by Caltrans. These changes have resulted in several major pending and potential change orders. BATA has already taken action on the change order on the pile redesign. Caltrans is currently reviewing and analyzing the change for the girders and will soon request BATA approval of the change. Work on the eastern approach widening is progressing with paving along westbound SR 92 near completion.
- ▶ A traffic consultant hired by the Alameda County Transportation Authority to perform the operation analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplemental to the Draft Environmental Impact Statement/Report. While the project completion date has remained unchanged due to the undertaking of advanced design by Caltrans, further delay will impact the project completion date. The Operational Analysis Report is still pending, due now in January 2001.
- ▶ Caltrans is currently working with the US Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is awaiting comment by the USCOE on their permit application.

## BAY AREA TOLL AUTHORITY

### COST STATUS SUMMARY (COST IN MILLIONS)

PROJECT	Baseline Budget (June 2000)	Current Budget	Current Forecast	Expended To Date (7/98 - 11/00)
<b>Northern Bridge Group</b>				
New Benicia-Martinez Bridge	\$586.0	\$586.0	\$586.0	41.8
Carquinez Bridge Replacement	\$433.2	\$433.2	\$433.2	111.3
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.9
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway ( <i>non-Caltrans</i> ) <sup>1</sup>	\$5.9	\$5.9	\$5.9	2.2
<b>SUB TOTAL - NBG</b>	<b>\$1,123.9</b>	<b>\$1,113.9</b>	<b>\$1,113.9</b>	<b>156.1</b>
<b>Southern Bridge Group</b>				
San Mateo-Hayward Bridge Widening				
▶ Widening	\$203.6	\$203.6	\$203.6	49.9
▶ West Approach Replacement Planting	\$0.3	\$0.3	\$0.3	0.0
I-880/SR-92 Interchange Improvement	\$124.2	\$134.2	\$134.2	2.4
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction ( <i>non-Caltrans</i> )	\$3.8	\$3.8	\$3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	\$33.8	\$33.8	\$33.8	2.7
<b>SUB TOTAL - SBG</b>	<b>\$365.6</b>	<b>\$375.6</b>	<b>\$375.6</b>	<b>58.7</b>
<b>GRAND TOTAL</b>	<b>\$1,489.5</b>	<b>\$1,489.5</b>	<b>\$1,489.5</b>	<b>214.8</b>

<sup>1</sup>For Richmond Parkway, values shown represent portion funded by BATA.

## BAY AREA TOLL AUTHORITY

### SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current	New Facility Open to Traffic Forecast
<b>Northern Bridge Group</b>			
New Benicia-Martinez Bridge	Jan 04	Jan 04	Apr 04 <sup>1</sup>
Carquinez Bridge Replacement	Apr 03	Apr 03	Apr 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation	Dec 04 Sep 06	Dec 04 Sep 06	Dec 04 Sep 06
▶ Deck Replacement			
Richmond Parkway (Non-Caltrans)	Feb 01	Feb 01	Feb 01
<b>Southern Bridge Group</b>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Jan 03 <sup>2</sup>
▶ West Approach Replacement Planting	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange (Non-Caltrans)	Apr 00 Mar 03	Apr 00 Mar 03	Apr 00 Mar 03
▶ Bayfront Expressway (SR-84) Widening			

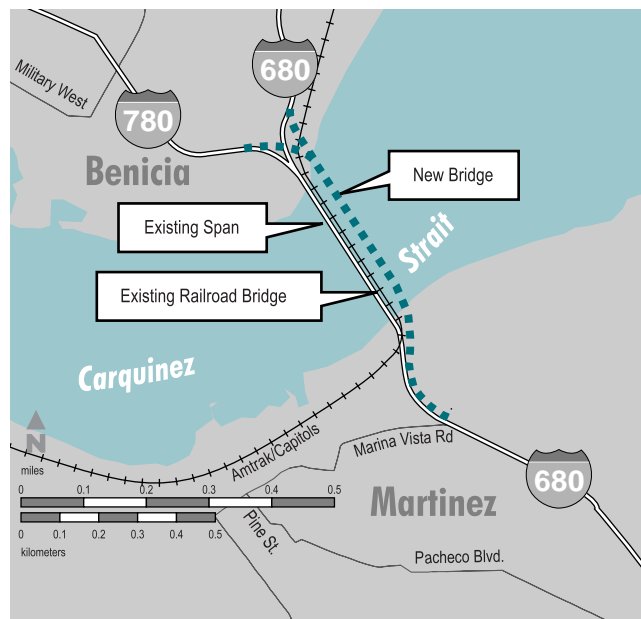
<sup>1</sup> See note C on page 7 for explanation.

<sup>2</sup> See note A on page 13 for explanation.

## NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

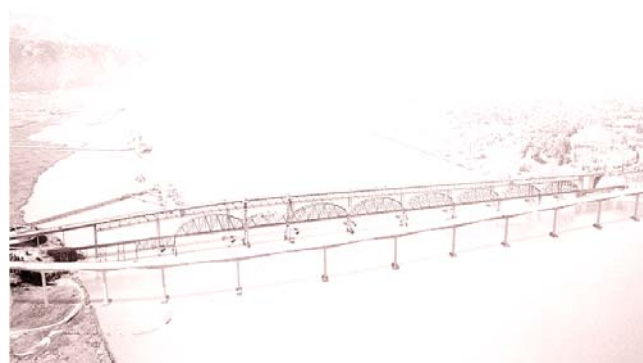
- ▶ Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane), which will allow conversion of the existing bridge to southbound traffic only;
- ▶ Addition of a new bicycle/pedestrian lane on the existing bridge;
- ▶ Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes;
- ▶ Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



## Project Construction Photos



*South Approach, fill placement*



*Future new bridge; looking west*

### Current Activities:

- BATA staff is currently working with Caltrans to coordinate the scheduling of fund allocations with the phasing requirements of the various construction contracts for the project. This effort will help insure the timely progress of the project while fulfilling the needs of BATA's financing plans.
- Final plans, specifications, and estimates for the main span have been completed and are being packaged for advertisement at the end of January. Other contracts are near design completion and are undergoing final review for advertisement next year.
- Bechtel is currently reviewing the capital outlay budget for the project.
- On the South Approach Grading contract, the contractor completed placing the settlement surcharge on November 15<sup>th</sup> to begin the 180-day settlement period. Drainage, retaining walls, and stripping are ongoing.

**New facility open to traffic date (current completion date):** January 2004; See note C on page 7.

**BAY AREA TOLL AUTHORITY**

**NEW BENICIA-MARTINEZ BRIDGE**

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-11/00	Notes
Allocated Capital Outlay						A
South Approach	6.0	6.0	7.5	1.5	3.7	
Unallocated Capital Outlay						
New Bridge	247.3	237.7	237.7	0.0	0.0	
Toll Plaza and Administration Building	22.8	22.8	22.8	0.0	0.0	
I-680/Marina Vista Interchange	43.2	43.2	43.2	0.0	0.0	
I-680/I-780 Interchange	80.8	60.8	60.8	0.0	0.0	
Other Budgeted Capital	28.1	28.1	28.1	0.0	0.0	
Capital Outlay Support	76.8	76.8	76.8	0.0	30.2	
Capital ROW	21.1	21.1	21.1	0.0	7.8	
Other Non-BATA Funding	0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)	58.4	58.4	56.9	<1.5>		
<b>Total (a)</b>	<b>586.0</b>	<b>586.0</b>	<b>586.0</b>	<b>0.0</b>	<b>41.8</b>	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
New Bridge	Jan 04	Jan 04	Apr 04	+3 months	B
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Dec 03	Mar 04	+3 months	B
I-680/I-780 Interchange	Dec 03	Dec 03	Jul 04	+7 months	B
South Approach	Mar 01	Jan 02	Jan 02	+10 months	C
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	

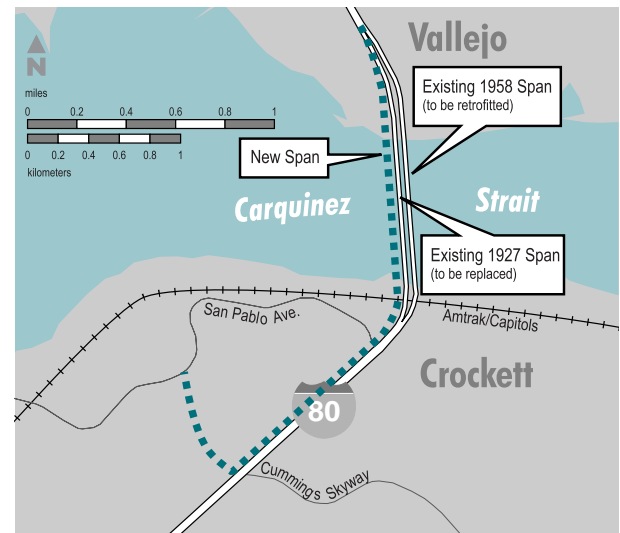
Near Term Key Dates	Contract Schedules	Forecast	Variance
Settlement Period	14 May 01	14 May 01	0

NOTES	ACTION
<b>A:</b> Capital cost estimates are under review to confirm adequacy of capital outlay budgets.	Bechtel to review Benicia-Martinez Bridge cost estimate.
<b>B:</b> Ongoing negotiations with regulatory agencies over permits and with the railroad over right-of-way access have delayed the project. The open to traffic date may be delayed; however, with A+B bidding, schedule recovery may be possible.	Caltrans is continuing to work with all parties to resolve outstanding issues.
<b>C:</b> There was a delay and associated claim for the delay due to utility relocation. This delay will not affect the new facility open to traffic date.	Caltrans is negotiating with the Contractor to resolve the claim. Cost impacts are not yet available.

### CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- ▶ Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- ▶ Addition of a new bicycle/pedestrian lane on the new bridge



### Project Construction Photos



South approach pier



Northern footing foundation

### Current Activities:

- Construction of the Main Span and North approach is proceeding. Construction of the retaining walls at the North Approach continues. Excavation and pile driving for the North and South Anchorage's are continuing. The north tower foundation work is underway while resolution of the South Tower rock socket installation difficulties continues. Cost and schedule impacts analysis for the South Tower continue to be resolved but impacts will be significant. Work is continuing on Pier 1.
- Work will commence soon on the recently awarded Crockett interchange and maintenance facility contracts.
- Support costs continue to be evaluated by Bechtel and a report is due in late January.

New facility open to traffic date: April 2003



BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-11/00)	Notes
Allocated Capital Outlay						
Replacement Bridge and North Approach	213.7	207.2	207.2	0.0	66.4	
South Approach and Interchange	116.0	116.0	116.0	0.0	0.0	
Maintenance Facility (Phases I & II)	7.0	8.3	8.3	0.0	0.5	
Other Budgeted Capital	8.6	8.6	8.6	0.0	4.0	
Unallocated Capital Outlay						
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	2.0	8.5	8.5	0.0	0.0	
Capital Outlay Support	43.7	43.7	45.1	+1.3	32.4	A
Capital ROW	9.6	9.6	9.6	0.0	7.2	
Project Contingency (BATA)	16.5	15.2	13.9	<1.3>	0.0	
<b>Total (a)</b>	<b>433.2</b>	<b>433.2</b>	<b>433.2</b>	<b>0.0</b>	<b>113.3</b>	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
Replacement Bridge & North Approach	Dec 03	Dec 03	Feb 04	+2 months	
South Approach and Interchange	Oct 04	Oct 04	Jul 03	-15 months	
Maintenance Facility	Mar 02	Mar 02	Jan 02	-2 months	
Mitigation Site	Apr 05	Apr 05	Apr 05		
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	+2 months	
<b>Near Term Key Dates</b>		<b>Contract Schedules</b>	<b>Forecast</b>	<b>Variance</b>	
South Tower Footings Complete		Sep 15 00	Feb 01	+5 months	B
North Tower Footings Complete		Oct 18 00	Feb 01	+5 months	B
Electrical Substation Operational		Aug 14 00	Jan 01	+3 months	
South Approach - Begin Construction		Nov 01 00	Dec 00	+1 month	

**Note B:** Forecast date equals Resident Engineers' estimated last contract working day on latest Semi-Monthly Project Status Report.

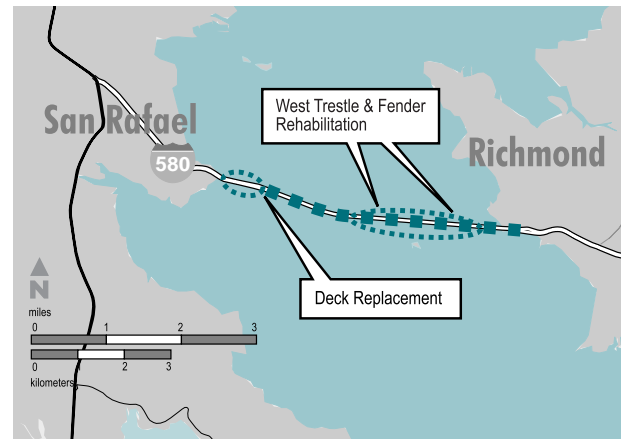
NOTES	ACTION
<p><b>A:</b> BATA staff has estimated that Caltrans support costs for the project are underestimated. Caltrans, Bechtel, and BATA staff are currently reviewing the support budget for adequacy.</p> <p><b>B:</b> Contractor is projecting a significant delay in completion of the Tower foundations due to the North Tower Pile tip elevation changes and Rock Socket problems at South Tower. Forecast completions have taken into consideration the contractor's anticipated impact of these delays. At present, the Caltrans approved contractor's schedule forecast completion of the footing work in February 2001, which is a 5-month delay for the footing work. Given that the specialized equipment will not be delivered until mid to late February work will not be completed by the current forecast date. Caltrans' contractor has indicated that work may take significantly longer, Caltrans and the contractor are working to expedite the work and determine the schedule impact.</p>	<p>Bechtel continues with an assessment and will conclude with a recommendation to BATA management in January 2001.</p> <p>Caltrans and the contractor are continuing to develop work-arounds to minimize the overall impact of the delays.</p>

### RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access – via Interstate 580 – across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- ▶ The first project would rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- ▶ The second project would replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface, or deck, has been worn down overtime due to traffic and exposure to the marine environment. This project will follow the completion of the rehabilitation project to avoid possible construction conflicts.



### Project Construction Photos



*Existing bridge; looking east*

#### Current Activities:

- BATA has rescinded capital outlay and capital outlay support allocations to the Richmond-San Rafael Bridge Trestle and Fender Rehabilitation Project to match funds owed to BATA per the cooperative agreement with Caltrans over tow services. Caltrans has awarded the contract and backfilled these funds with other state funds. This budget and allocation change is now shown in the project cost status update.
- First meeting with contractor held on December and the contractor is preparing the first submittal and construction schedule.

**New facility open to traffic date (current completion date):** Deck replacement will be completed in September 2006

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-11/00	Notes
<b>West Trestle and Fender Rehabilitation</b>						
Allocated Capital Outlay						
West Trestle and Fender Rehabilitation	33.9	0.0	0.0	0.0	0.0	A
Capital Outlay Support	5.4	0.7	0.7	0.0	0.9	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		A
Project Contingency (BATA)	6.1	0.0	0.0	0.0		A
<b>Subtotal</b>	<b>45.4</b>	<b>35.4</b>	<b>35.4</b>	<b>0.0</b>	<b>0.9</b>	
<b>Deck Replacement</b>						
Unallocated Capital Outlay						
Deck Replacement	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		A
Project Contingency (BATA)	11.4	11.4	11.4	0.0		
<b>Subtotal</b>	<b>53.4</b>	<b>53.4</b>	<b>53.4</b>	<b>0.0</b>	<b>0.0</b>	
<b>Total (a)</b>	<b>98.8</b>	<b>88.7</b>	<b>88.8</b>	<b>0.0</b>	<b>0.8</b>	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
West Trestle and Fender Rehabilitation	Jan 04	Apr 04	Apr 04	0	
Deck Replacement	Sep 06	Sep 06	Sep 06	0	

Near Term Key Dates	Contract Schedules	Forecast	Variance
---------------------	-----------------------	----------	----------

None at this time

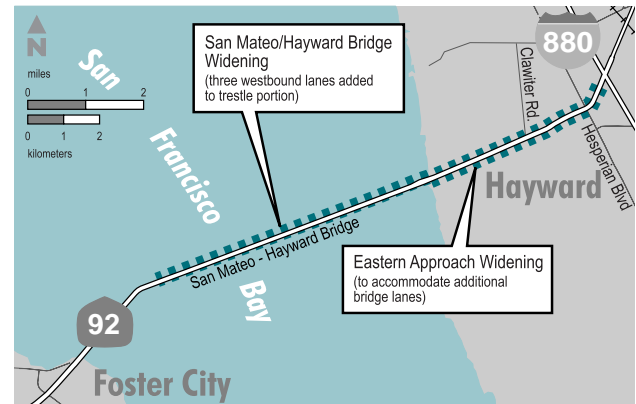
NOTES	ACTION
A: The project budgets have been revised to reflect a substitution of toll funds with non-BATA by the state, per the BATA/Caltrans cooperative agreement	BATA revised the project budgets in December 2000.

## BAY AREA TOLL AUTHORITY

### SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

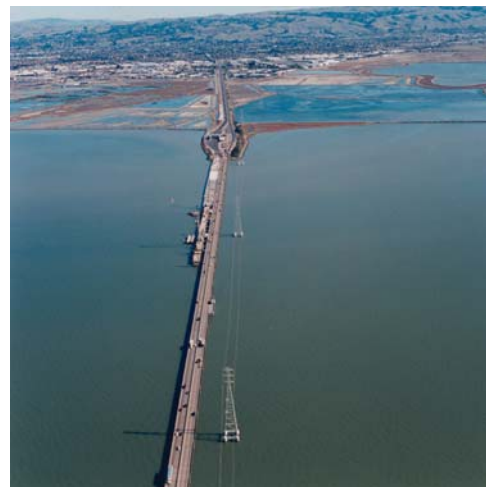
- ▶ Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- ▶ Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- ▶ Construction of a new pedestrian/bicycle overcrossing of State Route 92
- ▶ Expansion of the existing toll plaza
- ▶ Improvements to the Hayward Shoreline Interpretive Center
- ▶ Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay



### Project Construction Photos



*Trestle and road widening at Toll Plaza looking West*



*Trestle looking East at Toll Plaza*

### Current Activities:

- Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. Currently 1,380 feet of bridge deck has been placed, the current schedule has at least one frame per week (270' poured per week).
- Construction on the east approach widening is also progressing with the completion of the new Tollbooth area, westbound paving from Claviter to the toll plaza, and preparation for girder installation on Industrial.
- Switch traffic westbound to right side, switch traffic eastbound to center January 15, 2001.
- Several change orders are being evaluated by Caltrans regarding girder redesign.

**New facility open to traffic date (current completion date):** December 2002

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-11/00	Notes
<b>Widening</b>						
Allocated Capital Outlay						
Widen Trestle	124.8	124.7	124.7	0.0	26.3	
Widen Roadway	29.2	26.0	26.0	0.0	13.3	
Construct Mini Toll Plaza	4.4	3.3	3.3	0.0	0.0	
Unallocated Capital Outlay						
Other Budgeted Capital	8.9	12.8	12.8	0.0	0.0	
Capital Outlay Support	15.5	15.5	15.6	0.1	10.1	B
Capital ROW	1.5	1.5	1.5	0.0	0.2	
Project Contingency (BATA)	19.3	19.8	19.7	<0.1>		B
<b>Subtotal</b>	<b>203.6</b>	<b>203.6</b>	<b>203.6</b>	<b>0.0</b>	<b>49.9</b>	
<b>West Approach Planting</b>						
Unallocated Capital Outlay						
West Approach Planting	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	0.1	0.1	0.1	0.0		
<b>Subtotal</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	
<b>Total (a)</b>	<b>203.9</b>	<b>203.9</b>	<b>203.9</b>	<b>0.0</b>	<b>49.9</b>	
(a) Totals may be rounded						

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline (June 2000)	Current Completion	Forecast Completion	Variance	Notes
<b>Widening</b>					
Widen Trestle	Dec 02	Dec 02	Jan 03	+1 month	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen eastern Approach	Nov 02	Nov 02	Apr 01	-18 months	
Landscape and Environmental Mitigation	Nov 06	Nov 06	Nov 06	0	
Clawiter Rd./RT 92 Int. Improvement	Sep 03	Sep 03	Sep 03	0	
<b>West Approach Replacement Planting</b>					
West Approach Replacement Planting	May 08	May 08	May 08	0	
<b>Near Term Key Dates</b>					
Bent/Span installation including deck pours 1071-1035	06 Nov 00	05 Feb 01	+60 days		
Installation of precast girder on Industrial	06 Dec 00	21 Dec 00	+15 days		

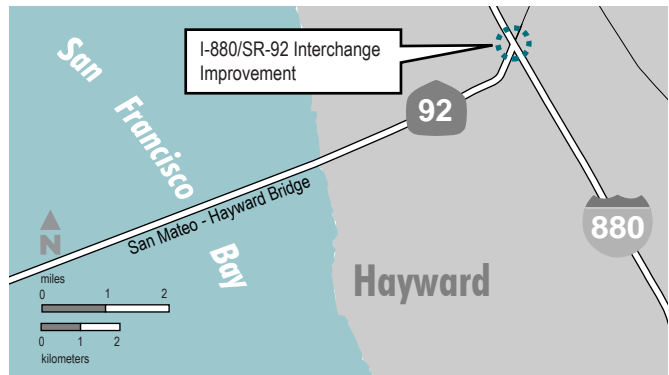
NOTES	ACTION
A: The trestle widening contract requires the relocation of a PG&E 12kV line in median. Ownership of the line had been an issue. PG&E has informed Caltrans that the line belongs to Caltrans.	The work is continuing with the assumption that this work will be done as a separate project to avoid delay.
B: Capital outlay support cost above budget.	Under review by Caltrans and BATA.



## BAY AREA TOLL AUTHORITY

### I-880/SR 92 INTERCHANGE IMPROVEMENT

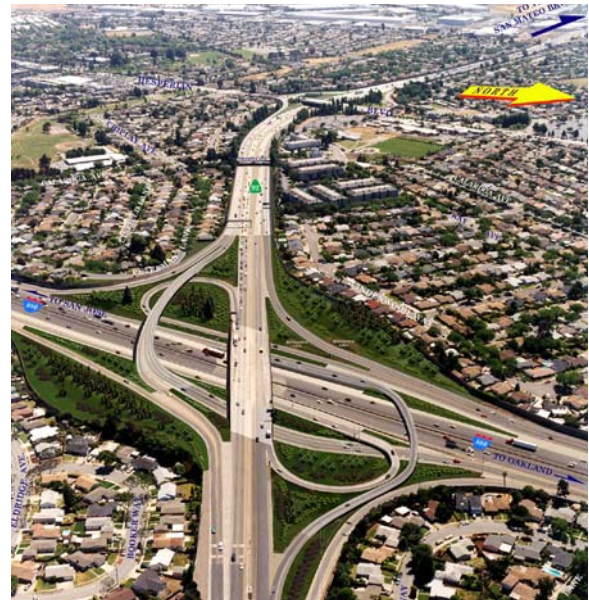
As part of an effort to improve traffic flow and to relieve congestion on the I880/SR92. Interchange San Mateo-Hayward Bridge and its approaches. RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



### Project Construction Photos



Existing interchange; looking west



Alternative H interchange; looking west

#### Current Activities:

- A traffic consultant hired by Alameda County Transportation Authority to perform the operation analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplement to the Draft Environmental Impact Statement/Report. While the project completion date has remained unchanged due to the undertaking of advanced design by Caltrans, further delay will impact the project completion dates. The Operational Analysis Report is still pending and will not be issued until January 2001. Caltrans has received notice that the project would qualify for authorization under Department of the Army Nationwide Permit 14.

New facility open to traffic date (current completion date): December 2006



BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-11/00)	Notes
Unallocated Capital Outlay						
I-880/SR-92 Interchange Improvement	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	2.4	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project Contingency (BATA)	25.1	25.1	25.1	0.0	0.0	
<b>Total (a)</b>	124.2	134.2	134.2	0.0	2.4	
(a) Totals may be rounded						

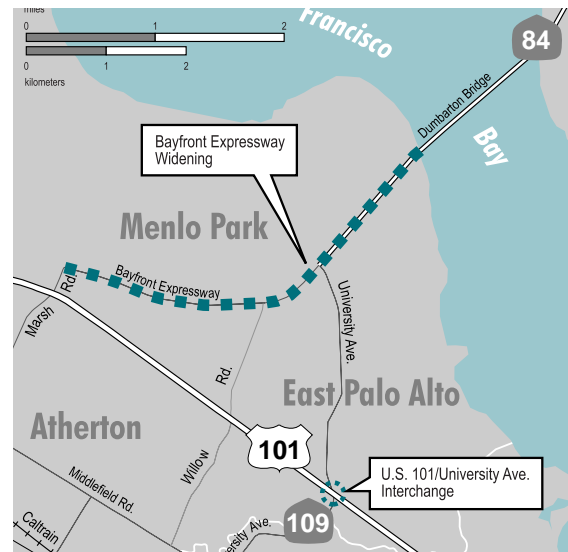
PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
<i>Near Term Key Dates</i>					
	<i>Contract Schedules</i>	<i>Forecast</i>	<i>Variance</i>		
Complete Traffic Operations Report	20 Oct 00	15 Jan 01	+3 months		A

NOTES	ACTION
A: Caltrans has received preliminary recommendations from the traffic consultant but is still waiting on the operational report.	Report is re-scheduled to be issued in January 2001.

### DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- ▶ The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- ▶ The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



### Project Construction Photos



*Bayfront Expressway (SR-84) – Existing conditions (looking west)*

#### Current Activities:

- The San Francisco Bay Conservation and Development Commission (BCDC) permit for the project was approved in September.
- Caltrans is currently working with the US Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is awaiting comment by the USCOE on their permit application.

---

**New facility open to traffic date (current completion date):** March 2003 (Bayfront Expressway)

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-11/00	Notes
<b>US101/University Avenue Interchange Reconstruction</b>						
Allocated Capital Outlay						
US 101/University Ave. Interchange Reconstruction ( <i>Non-Caltrans</i> )	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	0.0	0.0	0.0	0.0	0.0	
<b>Total (a)</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Bayfront Expressway (SR84) Widening</b>						
Unallocated Capital Outlay						
Bayfront Expressway (SR84) Widening	24.8	24.8	24.8	0.0	0.0	
Capital Outlay Support	4.4	4.4	4.4	0.0	2.7	
Capital ROW	1.3	1.3	1.3	0.0	0.0	
Project Contingency (BATA)	3.3	3.3	3.3	0.0	0.0	
<b>Total (a)</b>	<b>33.8</b>	<b>33.8</b>	<b>33.8</b>	<b>0.0</b>	<b>2.7</b>	
(a) Totals may be rounded						

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
US 101/University Ave. Interchange Reconstruction ( <i>Non-Caltrans</i> )	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Mar 03	Mar 03	0	

Near Term Key Dates	Contract Schedules	Forecast	Variance
None at this time			

NOTES	ACTION
-------	--------

## APPENDICES

**Appendix A: List of Project Budget Adjustments**

**Appendix B: List of Approved Construction  
Change Orders**

**Appendix C: Project Cost Summary Details**



BAY AREA TOLL AUTHORITY

APPENDIX A - LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

- Budget (June 2000):** Baseline budgets as established by BATA in June 2000 for each project within the overall program
- Current Budget:** Budget currently serving as baselines for monitoring purposes. The current budget is equal to the budget (June 2000) value, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA staff to reflect current Caltrans construction contract allotments.
11/2000	Current and forecasted budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund for the Carquinez Bridge project from Caltrans.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS  
(CCOS) THROUGH THE MONTH OF NOVEMBER 2000**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>Carquinez Bridge Replacement (04-013014)</b>		Total through October 2000		\$1,305	
<b>Totals for November 2000</b>				<b>1,305<sup>3</sup></b>	

\*CCO's are pending, but are included here for early notification.

<sup>1</sup>CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup>Funding Source(s)

S = Supplemental work

C = Construction contingency

<sup>3</sup>Approved CCO cost total is within the approved current contract budget.



BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS (CCOS) THROUGH THE MONTH OF NOVEMBER 2000**

Bridge/Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>San Mateo-Hayward Widen Trestle (04-045014)</b>		Total through October 2000		172.2	
	11	Revise pre-stressing in test and production piles	C	996.6	None
<b>Totals through November 2000</b>				<b>1,168.8<sup>3</sup></b>	

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup>Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS (CCOS) THROUGH THE MONTH OF NOVEMBER 2000**

Bridge/Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>San Mateo-Hayward Widen Roadway (04-045034)</b>		Total through October		535.9	
	1s1	Traffic control	C	20.0	None
	8	Incentive for asphalt concrete	S	208.8	None
	19	Maintain water supply	S	1.0	None
	22s1	Grant 0 days to deferred time	N/A	0	None
	24	Additional survey work	C	10.0	None
	25	Modify drainage at toll plaza	C	80.4	None
	28	Waive abrasion test; specification change	N/A	0	None
	31	Provide temporary fence	C	5.0	None
	34	Drainage work	C	59.7	None
	37	Increase size of ductbank	C	8.6	None
	44	Sewer and water line tie-in	C	41.5	None
<b>Totals for November 2000</b>				<b>970.9<sup>3</sup></b>	

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup> Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS (CCOS) THROUGH THE MONTH OF NOVEMBER 2000**

Bridge/Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>Benicia Bridge (04-01305)</b>		Total through October		None	
	1	Traffic control	S	14.0	None
	2	Change specification for first working day	C	0	None
	3	Temporary barbed-wire fence	C	6.9	None
	4	Handle slag & cinder at drainage system No. 5	C	10.0	None
	5	Install MWD/CCWD casing under RR Spur	C	92.0	None
	6	Repair CCWD raw water line	C	20.0	None
	7	Modify drainage system 1 & 3	C	20.0	None
	8	Delete OGAC	C	80.9	None
	9	Modify drainage system No. 2	C	12.4	None
	10	Delete work on "MO" Line Station 10+40 to 13+00	C	80.0	None
	12	Modify Martinez Water Line	C	10.0	None
	14	Secure Bridgetender's house	C	5.0	None
	15	Rock/pave trailer access road	C	10.0	None
	16-16-5	Resolve Utility Delay 11/30/99-7/31/00	C	49.0	None
	17	Trench for PacBell conduit in Bridgehead Road	C	7.5	None
	22	AC Price Index fluctuations	C	50.0	None
	23	Transite pipe removal and disposal	C	50.0	None
	24	Allow earthwork before utilities completed	C	0	None
	26	Concrete removal	C	5.0	None
	27	Pay for removed lane closures	C	5.0	None
	29	Assist with Piezometer installation	C	5.0	None
<b>Totals for November 2000</b>				<b>210.9<sup>3</sup></b>	

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup>Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

## APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Right-of-Way Acquisition, Capital Outlay, and Construction contingency (includes both supplemental work and construction contingency) are shown for each of the projects construction contracts. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

### Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, supplemental construction work, state-furnished materials, construction contingencies, and external third party agreements.

Project Cost Summaries (\$ Millions)						
	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended <sup>1</sup> To Date (7/98-11/00) Note
<b>Northern Bridge Group</b>						
<b>Project 2003 - New Benicia-Martinez Bridge</b>						
<b>South Approach</b>						
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	2.5
Capital Right of Way	006099	7.0	7.0	7.0	0.0	6.4
Capital Outlay	006094	6.0	6.0	7.5	1.5	3.7
<b>Totals</b>		<b>16.5</b>	<b>16.5</b>	<b>18.0</b>	<b>1.5</b>	<b>12.6</b>
<b>New Bridge</b>						
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	9.7
Capital Right of Way	006039	5.1	5.1	5.1	0.0	0.7
Capital Outlay	006034	237.7	237.7	237.2	<0.5>	0.0
Other Non-BATA Funding		9.6	9.6	10.1	0.5	0.0
<b>Totals</b>		<b>284.2</b>	<b>284.2</b>	<b>284.2</b>	<b>0.0</b>	<b>10.4</b>
<b>Toll Plaza and Administration Building</b>						
Capital Outlay Support	00604x	6.2	6.2	6.2	0.0	3.3
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	22.8	22.8	0.0	0.0
<b>Totals</b>		<b>29.1</b>	<b>29.1</b>	<b>29.1</b>	<b>0.0</b>	<b>3.3</b>
<b>I-680/Marina Vista Interchange</b>						
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	4.7
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.0
Capital Outlay	006054	43.2	43.2	43.2	0.0	0.0
<b>Totals</b>		<b>61.4</b>	<b>61.4</b>	<b>61.4</b>	<b>0.0</b>	<b>4.7</b>
<b>I-680/I-780 Interchange</b>						
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	9.3
Capital Right of Way	006069	1.7	1.7	1.7	0.0	0.7
Capital Outlay	006064	80.8	60.8	61.3	0.5	0.0
Other Non-BATA Funding		0.0	21.4	20.9	<0.5>	0.0
<b>Totals</b>		<b>101.2</b>	<b>101.2</b>	<b>101.2</b>	<b>0.0</b>	<b>10.1</b>

<sup>1</sup> Unaudit

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-11/00)	Note
<b>Project 2003 - New Benicia-Martinez Bridge continued</b>							
<b>Other Budgeted Capital</b>							(a)
Capital Outlay Support		7.1	7.1	7.1	0.0	0.7	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	28.1	28.1	0.0	0.0	
<b>Totals</b>		<b>35.2</b>	<b>35.2</b>	<b>35.2</b>	<b>0.0</b>	<b>0.7</b>	
Total Capital Outlay Support		78.2	76.8	76.8	0.0	30.2	
Total Capital Right of Way		21.1	21.1	21.1	0.0	7.8	
Total Capital Outlay		428.2	398.6	400.1	1.5	3.7	
Project Contingency (BATA)		58.4	58.4	56.9	<1.5>	0.0	
Other Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
<b>Total Benicia-Martinez Bridge</b>		<b>586.0</b>	<b>586.0</b>	<b>586.0</b>	<b>0.0</b>	<b>41.8</b>	
<b>Project 3002 - Carquinez Bridge Replacement</b>							
<b>Replacement Bridge and North Approach</b>							(b)
Capital Outlay Support	01301x	17.7	17.5	17.5	0.0	19.2	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	2.6	
Capital Outlay	013014	213.7	207.2	207.2	0.0	66.4	
<b>Totals</b>		<b>234.4</b>	<b>227.7</b>	<b>227.7</b>	<b>0.0</b>	<b>88.1</b>	
<b>South Approach and Interchange</b>							(c)
Capital Outlay Support	01305x	22.7	22.6	22.6	0.0	10.2	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.0	
Capital Outlay	013054	116.0	116.0	116.0	0.0	0.0	
<b>Totals</b>		<b>143.7</b>	<b>143.6</b>	<b>143.6</b>	<b>0.0</b>	<b>14.2</b>	
<b>Maintenance Facility Phase I &amp; II</b>							(d)
Capital Outlay Support		0.7	0.7	2.0	1.3	2.2	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.3	8.3	0.0	0.5	
<b>Totals</b>		<b>9.3</b>	<b>10.6</b>	<b>12.0</b>	<b>1.3</b>	<b>4.1</b>	
<b>1927 Bridge Demolition</b>							
Capital Outlay Support	01309x	2.0	2.0	2.0	0.0	0.0	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
<b>Totals</b>		<b>18.0</b>	<b>18.0</b>	<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	

Notes

- a. Includes EA 00608\*, 0060A\*, 0060C\*, 0060F\*
- b. Includes EA 00453\*, 01301\*, 01303\*, 01304\*, 0130F\*
- c. Includes EA 01302\*, 01305\*, 0130C\*, 04700\*
- d. Includes EA 00607\*, 01308\*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-11/00)	Note
<b>Other Budgeted Capital</b>							
<b>(Both Allocated and Unallocated)</b>							
Capital Outlay Support		0.6	0.9	0.9	0.0	0.7	(e)
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		10.6	17.1	17.1	0.0	4.0	(f)
<b>Totals</b>		<b>11.2</b>	<b>18.0</b>	<b>18.0</b>	<b>0.0</b>	<b>4.8</b>	
Total Capital Outlay Support		43.7	43.7	45.1	1.3	32.4	
Total Capital Right of Way		9.6	9.6	9.6	0.0	8.0	
Total Capital Outlay		363.3	364.6	364.6	0.0	70.9	
Project Contingency (BATA)		16.5	15.2	13.9	<1.3>	0.0	
<b>Totals</b>		<b>433.2</b>	<b>433.2</b>	<b>433.2</b>	<b>0.0</b>	<b>111.3</b>	
<b>Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation</b>							(g)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.9	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0	0.0	
<b>Totals</b>		<b>39.3</b>	<b>35.4</b>	<b>35.4</b>	<b>0.0</b>	<b>0.9</b>	
Project Contingency (BATA)		6.1	0.0	0.0	0.0	0.0	
<b>Total West Trestle &amp; Fender Rehabilitation</b>		<b>45.4</b>	<b>35.4</b>	<b>35.4</b>	<b>0.0</b>	<b>0.9</b>	
<b>Project 4002 - Richmond-San Rafael Bridge - Deck Replacement</b>							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
<b>Totals</b>		<b>42.0</b>	<b>42.0</b>	<b>42.0</b>	<b>0.0</b>	<b>0.0</b>	
Project Contingency (BATA)		11.4	11.4	11.4	0.0		
<b>Total Richmond-San Rafael Bridge Deck Replacement</b>		<b>53.4</b>	<b>53.4</b>	<b>53.4</b>	<b>0.0</b>	<b>0.0</b>	

Notes

e. Includes EA 01306\*, 01307\*, 0130A\*, 0130D\*, 0130G\*

f. Current capital outlay budget includes an additional \$6.5 million in unallocated capital outlay due to a bid underrun.

g. Includes EA 04382\*, 04383\*, 0438U\*



BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-11/00)	Note
<b>Richmond Parkway (Non-Caltrans)</b>							
Capital Outlay Support	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	Non-Caltrans	5.9	5.9	5.9	0.0	2.2	(h)
<b>Totals</b>		<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.2</b>	
<b>Total Richmond Parkway</b>		<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.2</b>	
<b>Total Northern Bridge Group</b>		<b>1123.9</b>	<b>1113.9</b>	<b>1113.9</b>	<b>0.0</b>	<b>156.1</b>	

**Note:**

h. Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 - 11/00)	Note
<b>Southern Bridge Group</b>							
<b>Project 6004 - San Mateo-Hayward Bridge Widening</b>							
<b>Widen Trestle</b>							
Capital Outlay Support	04501x	7.9	7.9	7.9	0.0	3.6	(i)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	26.3	
<b>Totals</b>		<b>132.7</b>	<b>132.6</b>	<b>132.6</b>	<b>0.0</b>	<b>29.8</b>	
<b>Widen Roadway</b>							
Capital Outlay Support	04503x	4.3	4.3	4.3	0.0	4.8	
Capital Right of Way	045039	1.0	1.0	1.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	13.3	
<b>Totals</b>		<b>34.5</b>	<b>31.3</b>	<b>31.3</b>	<b>0.0</b>	<b>18.1</b>	
<b>Construct Mini Toll Plaza</b>							
Capital Outlay Support	04502x	1.7	1.7	1.7	0.0	0.8	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	3.3	3.3	0.0	0.0	
<b>Totals</b>		<b>6.1</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.8</b>	
<b>Other Budgeted Capital</b>							
Capital Outlay Support		1.6	1.6	1.7	0.1	1.0	(j)
Capital Right of Way		0.5	0.5	0.5	0.0	0.2	
Capital Outlay		8.9	12.8	12.8	0.0	0.0	(k)
<b>Totals</b>		<b>11.0</b>	<b>14.9</b>	<b>15.0</b>	<b>0.1</b>	<b>1.1</b>	
Total Capital Outlay Support		15.5	15.5	15.6	0.1	10.1	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.2	
Total Capital Outlay		167.3	166.9	166.9	0.0	39.6	
Project Contingency (BATA)		19.3	19.8	19.7	-0.1		
<b>Totals</b>		<b>203.6</b>	<b>203.6</b>	<b>203.6</b>	<b>0.0</b>	<b>49.9</b>	
<b>San Mateo-Hayward Bridge West Approach Replacement Planting</b>							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
<b>Totals</b>		<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	
Project Contingency (BATA)		0.1	0.1	0.1	0.0		
<b>Total San Mateo-Hayward Bridge West Approach Replacement Planting</b>		<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	

Notes

i. Includes EA 00305\*, 04501\*

j. Includes EA 04504\*, 04505\*, 04506\*, 04507\*, 04508\*, 04509\*

k. Current capital outlay budget includes an additional \$4.4 million in unallocated capital outlay due to a bid underrun

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-11/00)	Note
<b>I-880/SR-92 Interchange Improvement</b>							
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	2.4	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0	0.0	
<b>Totals</b>		<b>99.1</b>	<b>109.1</b>	<b>109.1</b>	<b>0.0</b>	<b>2.4</b>	
Project Contingency (BATA)		25.1	25.1	25.1	0.0		
<b>Totals</b>		<b>124.2</b>	<b>134.2</b>	<b>134.2</b>	<b>0.0</b>	<b>2.4</b>	
<b>Dumbarton Bridge West Approach Projects</b>							
<b>US101/University Avenue Interchange Reconstruction (non-Caltrans)</b>							
Capital Outlay Support	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	Non-Caltrans	3.8	3.8	3.8	0.0	3.7	(l)
<b>Totals</b>		<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Note:</b>							
l. Total reimbursements made to the City of East Palo Alto for current allocations							
<b>Bayfront Expressway (SR 84) Widening</b>							
Capital Outlay Support	00487x	4.4	4.4	4.4	0.0	2.7	
Capital Right of Way	004879	1.3	1.3	1.3	0.0	0.0	
Capital Outlay	004874	24.8	24.8	24.8	0.0	0.0	
<b>Totals</b>		<b>30.5</b>	<b>30.5</b>	<b>30.5</b>	<b>0.0</b>	<b>2.7</b>	
Project Contingency (BATA)		3.3	3.3	3.3	0.0		
<b>Totals</b>		<b>33.8</b>	<b>33.8</b>	<b>33.8</b>	<b>0.0</b>	<b>2.7</b>	
<b>Total Southern Bridge Group</b>		<b>365.7</b>	<b>375.7</b>	<b>375.7</b>	<b>0.0</b>	<b>58.7</b>	